

## Appendix G. Agency Correspondence

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ENTRANCO

Transportation  
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Construction  
Management  
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Development  
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Surveying  
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Environmental  
Resources  
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Ports/Airports  
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Planning  
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Water/  
Wastewater

July 11, 2001

William Pupo  
City Manager  
City of Surprise  
12425 W. Bell Rd. Ste. D-100  
Surprise, AZ 85374

Dear Mr. Pupo:

The Maricopa County Department of Transportation (MCDOT) has retained URS and Entranco to prepare the Design Concept Report and Environmental Assessment (EA) for a segment of State Route Loop 303 in Maricopa County, Arizona. The segment to be evaluated is from Interstate 10 to U.S. 60 (Grand Avenue). The corridor is located between Cotton Lane and Sarival Road. The project area crosses through the incorporated cities of Goodyear and Surprise and goes through a large portion of unincorporated Maricopa County. The proposed project includes improvements to an interim four lane divided roadway and ultimately to a full freeway.

The study will be completed in compliance with the National Environmental Policy Act (NEPA). Corresponding MCDOT, Arizona Department of Transportation (ADOT), and Federal Highway Administration (FHWA) regulations and guidelines will be followed. State Route Loop 303 is an ADOT facility being operated and maintained through intergovernmental agreement by MCDOT, thus both agencies are involved. Currently, the project is not programmed for federal funding; however, an Environmental Assessment (EA) following FHWA regulations will preserve that option. The FHWA will serve as the lead federal agency and MCDOT will be the lead local agency.

The intent in preparing an EA for this project is to present, in an objective and informative manner, potential environmental impacts that may occur for the project and identify measures that will mitigate adverse impacts. The goal of the EA is to assist the decision-makers in making informed decisions about the project. As part of the overall EA preparation process, comments are solicited from interested citizens, organizations, agencies and local governments throughout the process.

The purpose of this letter is to convey initial project information and to request your assistance in identifying environmental issues. Attached is a project location map identifying the limits of the Design Concept Report (DCR) and the EA. The EA limits extend beyond the DCR limits to incorporate connections to I-10 and U.S. 60. We request that you provide us with any comments you may have with respect to the socioeconomic and environmental components of this study.

Please respond to this letter by July 30, 2001. If this is not possible, please call me at (602) 889-7000, fax number is (602) 889-7101 or email me at [mdawson@entranco.com](mailto:mdawson@entranco.com). Thank you for your assistance.

Sincerely,

Michael Dawson, Environmental Project Manager  
**Entranco**

attachment: Location Map

7740 North 16th Street  
Suite 200  
Phoenix, Arizona  
85020-4462  
Telephone 602 889 7000  
Fax 602 889 7101

**Bob Broschied**

Habitat Evaluation Coordinator  
AZ Game and Fish Department  
2221 W. Greenway Rd.  
Phoenix, AZ 85023-4312

**Ed Beasley**

City Manager  
City of Glendale  
5850 W. Glendale Ave.  
Glendale, AZ 85301

**Jim Book**

Traffic Engineer  
City of Glendale  
5850 W. Glendale Ave.  
Glendale, AZ 85301

**Jim Bourey**

Executive Director  
Maricopa Association of Governments  
302 N. 1st Ave. Suite 300  
Phoenix, AZ 85003

**Chris Brownlow**

Public Affairs  
Luke Air Force Base  
7383 N. Litchfield Rd. Suite 1008  
Luke AFB, AZ 85309

**Steve Cleveland**

City Manager  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

**Cato Esquivel**

Public Works Director  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

**Jon Froke**

Planning Director  
City of Glendale  
5850 W. Glendale Ave.  
Glendale, AZ 85301

**Darren Gerard**

Principal Planner  
Planning and Development  
411 N. Central Suite 300  
Phoenix, AZ 85004

**Gary R. Gross**

State Conservationist  
US Soil Conservation Service  
201 E Indianola Ave Suite 200  
Phoenix, AZ 85012

**Luke Gutierrez**

Public Works Director  
City of Litchfield Park  
214 W. Wigwam Blvd.  
Litchfield Park, AZ 85340

**Russ Haughey**

AZ Game and Fish Department  
7200 E University  
Mesa, AZ 85207

**Zane Hoit**

Civil Engineer  
Luke Air Force Base  
CES/CECC  
Luke AFB, AZ 85309

**Matt Holm**

Principal Planner  
Maricopa County Planning and Development  
411 N. Central Suite 300  
Phoenix, AZ 85004

**Greg Jones**

Planner  
MC Flood Control District  
2801 W. Durango St.  
Phoenix, AZ 85009

**Greg Keller**

Planner  
Arizona State Land Department  
1616 W. Adams  
Phoenix, AZ 85007

**Harvey Krauss AICP**

Community Development Director  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

**Doug Kukino**

Environmental Resources Administrator  
City of Glendale  
5850 W. Glendale Ave.  
Glendale, AZ 85301

**Cindy Lester**

Arizona Section Chief  
Army Corps of Engineers  
3636 N Central Ave. Suite 760  
Phoenix, AZ 85012

**Ellis Perl**

Engineer  
City of Surprise  
12425 W. Bell Rd. Ste. D-100  
Surprise, AZ 85374

**Scott Phillips**

Planning Manager  
City of Surprise  
12425 W. Bell Rd Ste. D-100  
Surprise, AZ 85374

**Doug Pike**

Engineer  
City of Litchfield Park  
214 W. Wigwam Blvd.  
Litchfield Park, AZ 85340

**William Pupo**

City Manager  
City of Surprise  
12425 W. Bell Rd. Ste. D-100  
Surprise, AZ 85374

**Lt. Col. Bill Reutter**

Assistant Director  
Arizona Department of Public Safety  
2102 W. Encanto Blvd  
Phoenix, AZ 85005-6638

**Joy Rich**

Director of Planning  
Maricopa County Planning and Development  
400 N. Central Ave. Suite 300  
Phoenix, AZ 85004

**Horatio Skeete**

City Manager  
City of Litchfield Park  
214 W. Wigwam Blvd.  
Litchfield Park, AZ 85340

**Gordon Taylor**

Arizona State Land Department  
1616 W. Adams  
Phoenix, AZ 85007

**Chris Voight**

Senior Planner  
Maricopa Association of Governments  
302 N. 1st Ave. Suite 30  
Phoenix, AZ 85003

**Jerene Watson**

Intergovernmental Liason  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

**Chris Zapata**

Director of Utilities  
City of Glendale  
6210 W. Myrtle Ave. Suite 112  
Glendale, AZ 85301

**Robert Zobel**

Public Works Director  
City of Surprise  
12425 W. Bell Rd. Ste. D-100  
Surprise, AZ 85374

**From:** Doug Kukino [DKukino@ci.glendale.az.us]  
**Sent:** Monday, July 16, 2001 4:13 PM  
**To:** mdawson@entranco.com  
**Cc:** Ken Reedy  
**Subject:** ENV ASSESSMENT FOR SR303

**Follow Up Flag:** Follow up

**Flag Status:** Flagged

Michael, this is in response to your July 11, 2001 letter requesting assistance in identifying environmental issues. I am aware of three possible environmental issues: 1) land subsidence due to groundwater mining; 2) development restrictions due to Luke AFB activities, including noise impact and safety zones; and 3) possible soil contamination (superfund) issues at Luke AFB. You might also be concerned about the possible underground storage of large volumes of natural gas in the salt caverns east of Luke AFB and the continuing operation of the Morton Salt mine. Please call me at 623-930-2581 if you need more information.



From: Matthew Holm - PLANDEVX [MatthewHolm@mail.maricopa.gov]  
Sent: Tuesday, July 17, 2001 1:24 PM  
To: 'mdawson@entranco.com'  
Subject: Loop 303 Design Concept Report and EA

Mike:

I haven't spoken to you in a while, but I hope things are going well for you at Entranco. We received your letter concerning the above noted study, and a request to identify potential environmental issues in your study area. Two environmental issues are of importance to our efforts in that area. The first is the issue of land subsidence and the associated fissures due to excess groundwater withdrawal. Much of this area has experienced subsidence and fissures, which in some areas has been significant. This has created problems to infrastructure, especially in and around Luke AFB. The second issue is the noise impacts associated with military flights at Luke AFB. Some of your study area is within the noise contours, although obviously noise is not contained to just those contours. The noise can be significant, however, and changes frequently due to climate conditions (i.e. wind patterns, cloud cover, humidity levels, etc.)

I hope this helps. If you have any other questions, feel free to contact me.

Sincerely,

Matthew Holm, AICP  
Principal Planner, Comprehensive Planning Division  
Maricopa County Planning and Development Department  
411 North Central Avenue, 3rd Floor  
Phoenix, AZ 85004-2191  
Telephone: 602-506-7162; fax: 602-506-8369





Michael Dawson, Environmental Project Manager  
Entranco  
7740 North 16<sup>th</sup> Street  
Suite 200  
Phoenix, Az. 85020

July 19, 2001

Dear Mr. Dawson:

Thank you for the opportunity to provide comments regarding socioeconomic and environmental issues for consideration in the Environmental Assessment (EA) of the section of Loop 303 from I-10 to U.S. 60. Approximately five miles of the proposed Loop 303 Freeway will be located within the strip annexed area in the western portion of the City of Glendale.

The City of Glendale supports the Maricopa County Department of Transportation's efforts to prepare the Design Concept Report and Environmental Assessment which will preserve the option for future programming of federal funds for this project. In addition, we recommend that construction costs for Loop 303 as an interim four lane divided roadway, and ultimately a full freeway, need to be part of any new funding initiative for new freeway construction in the region.

As part of the City of Glendale Transportation Plan and Election Package, there is a commitment by the City for a Super Street Connector Roadway located on Northern Avenue from U.S. 60 west to Loop 303. A Super Street Connector would address east-west travel through the City and include capacity improvements to facilitate the flow of traffic. Therefore, we request that this Environmental Assessment include an evaluation of a high capacity free flow interchange at Northern Avenue and Loop 303.

If you have any questions regarding this request, please contact me at (623) 930-2939.

Sincerely,

  
Terry Johnson  
Transportation Planning Manager

cc: Dan Lance, Deputy State Engineer, Valley Transportation, Arizona Department of Transportation  
Eric Anderson, Transportation Manager, Maricopa Association of Governments  
Jim Book, Director, Transportation Department, City of Glendale

July 23, 2001

To: Tim Wade, Habitat Specialist, Region VI, Mesa  
From: Aimee MacIlroy, Project Evaluation Specialist, Habitat Branch  
HDMS Special Status Species **within 1 mile**  
Project Description: Entranco Loop 303 Project  
T2N,3N,4N, R2W (all sections)  
Critical Habitat = None  
AGFD Log#

The Department's Heritage Data Management System has been accessed and current records show that the special status species listed below has been documented as occurring in the project vicinity.

<u>COMMON NAME</u>	<u>SCIENTIFIC NAME</u>	<u>STATUS</u>
lowland leopard frog	<i>Rana yavapaiensis</i>	WC,S <sup>1</sup>

#### STATUS DEFINITIONS

**WC - Wildlife of Special Concern in Arizona.** Species whose occurrence in Arizona is or may be in jeopardy, or with known or perceived threats or population declines, as described by the Department's listing of **Wildlife of Special Concern in Arizona** (WSCA, in prep.). Species included in WSCA are currently the same as those in **Threatened Native Wildlife in Arizona** (1988).

**S<sup>1</sup> - Sensitive.** Species classified as "sensitive" by the Regional Forester when occurring on lands managed by the U.S.D.A. Forest Service.

From: Tim Wade [TWade@gf.state.az.us]  
Sent: Monday, July 30, 2001 9:07 AM  
To: 'mdawson@entranco.com'  
Subject: Rt 303 Sensitive Species Check

Mike,

I had the Phoenix officxe run an HDMS check on the 303 corridor within a one mile radius. Attached is the result. Since the 303 loop is already present and the improved road will follow the existing alignment I see no major impacts from this project.

Tim Wade  
Habitat Evaluation Specialist, Region VI <<071603R6.doc>>

From: JWatson@ci.goodyear.az.us  
Sent: Friday, August 17, 2001 4:55 PM  
To: MDawson@Entranco.com  
Subject: RE: Loop 303 DCR & EA

Importance: High

Follow Up Flag: Follow up  
Flag Status: Flagged

Mike, I guess at this time, things are fine with your process, per the response below. Thanks for checking. Jerene

Jerene Watson, Director  
Community Initiatives Department  
(Intergovernmental, Citizen, Neighborhood & Communications Programs)  
City of Goodyear, P. O. Box 5100  
190 N. Litchfield Road, Goodyear, AZ 85338  
623-882-7810 (direct); 623-932-1177 (fax)  
24-hr. City Hotline 623-932-1716  
"A good community is a community where the people understand what is going on and take responsibility for what happens." (David Mathews)

----- Forwarded by Jerene Watson/Goodyear on 08/17/01 04:56 PM -----

Grant Anderson  08/15/01 12:57 PM  EA(Document link:	To: Jerene Watson/Goodyear@Goodyear cc: Subject: RE: Loop 303 DCR &  Jerene Watson)
---	---

I asked CD, Engr and PW. They all responded with nothing to say.

Tomorrow's solutions cannot be developed with the same thinking that created today's problems.

Grant I. Anderson, PE  
Deputy City Manager  
City of Goodyear  
190 N. Litchfield Road  
Goodyear, Az 85338  
623-882-7058  
ganderson@ci.goodyear.az.us

Jerene Watson  Anderson/Goodyear@Goodyear 08/14/01 10:58 AM	To: Grant  cc: Subject: RE: Loop 303 DCR & EA
---	--

Grant - who do you want to write this? I was told that PW had asked the engineers, but Harvey didn't think that David Ramirez had written it, and it seems this message confirms we did not respond. Please let me know - thanks, Jerene

Jerene Watson, Director  
Community Initiatives Department  
(Intergovernmental, Citizen, Neighborhood & Communications Programs)  
City of Goodyear, P. O. Box 5100  
190 N. Litchfield Road, Goodyear, AZ 85338  
623-882-7810 (direct); 623-932-1177 (fax)  
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"A good community is a community where the people understand what is going on and take responsibility for what happens." (David Mathews)

----- Forwarded by Jerene Watson/Goodyear on 08/14/01 10:58 AM -----

Mike Dawson <MDawson@Entranco.com>  08/14/01 09:43 AM	To: "'JWatson@ci.goodyear.az.us'" <JWatson@ci.goodyear.az.us> cc: Subject: RE: Loop 303 DCR & EA
---	---

No have not received either email or letter response yet. Thank you for checking in, as I was about to send out reminders to the jurisdictions and agencies that haven't responded yet. Thanks, Mike

-----Original Message-----

From: JWatson@ci.goodyear.az.us [mailto:JWatson@ci.goodyear.az.us]  
Sent: Thursday, August 09, 2001 7:35 PM  
To: mdawson@entranco.com  
Subject: Loop 303 DCR & EA

Mike,

I'm following up to make sure that you did receive comments from the city of Goodyear in identifying any environmental issues relating to the Loop 303 DCR/EA. Please let me know - thanks, Jerene

Jerene Watson, Director  
Community Initiatives Department  
(Intergovernmental, Citizen, Neighborhood & Communications Programs)  
City of Goodyear, P. O. Box 5100  
190 N. Litchfield Road, Goodyear, AZ 85338  
623-882-7810 (direct); 623-932-1177 (fax)  
24-hr. City Hotline 623-932-1716

"A good community is a community where the people understand what is going on and take responsibility for what happens." (David Mathews)



October 31, 2001

Mr. Thomas Buick, PE  
Director of Transportation  
Maricopa County Department of Transportation  
2901 W. Durango Street  
Phoenix, Arizona 85009

Dear Tom:

We were pleased to meet with Bill Hann of your staff, and David Hedlund of URS on October 29th. They requested our input on the design concept that McDOT is preparing for Loop 303 between Indian School Road and Clear View Boulevard. This facility is of considerable importance to us, as it will significantly impact long-term mobility needs and development patterns in the far-western portion of the Glendale Metropolitan Planning Area (MPA). We are highly supportive of the County's role in facilitating the development of this facility. We understand that we will all need to work together to obtain new regional funding to complete this facility in its ultimate configuration.

We had several comments on the draft design concept as presented to us at our meeting and we indicated to Bill Hann that we would document these issues in a letter to you. Accordingly, our principal concerns are as follows.

- **Interchanges Needed at Bethany Home Road and Glendale Avenue.** The draft design concept shown to us at our meeting included grade separations but not interchanges at Bethany Home Road and Glendale Avenue. It is important that interchanges are included at these locations, or that the concept allows for upgrading of these grade separations to interchanges in the future. A three-mile spacing of interchanges is too far apart for purposes of mobility. In addition, these interchanges are needed to help support compatible commercial and industrial uses near Luke Air Force Base rather than low density housing.
- **Interchanges Needed at all Major Arterials.** We are supportive of interchanges at all major arterials, to the extent feasible. Initial crossover bridges should allow for conversion to an interchange.
- **Interchanges Need to Allow for Ample Capacity.** The standard diamond interchange concept proposed by the County at all locations has limited capacity. Consideration should be given to using single point urban interchanges in areas of potential higher traffic demands. Replacing or reconfiguring interchanges in the future can be very expensive. Future impacts along Loop 303 could reflect the level of impacts now being envisioned at I-17 and the Carefree Highway.

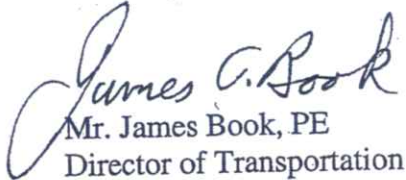


Mr. Thomas Buick, PE  
October 31, 2001  
Page 2

- **Free Flow Interchange Needed at Northern.** Northern is included in the Glendale Transportation Plan and Election Package as a Super Street. This facility is intended to tie together the western arm of Glendale from the Grand Expressway in central Glendale to Loop 303 in the far western portion of our Planning Area. Design volumes used in your analyses need to include Northern as a high capacity roadway, and design concepts should be developed and costed for a free flow connection to Northern.
- **A Full Interchange is Needed at Grand Avenue.** Glendale is supportive of additional improvements along Grand Avenue after the committed eight interchanges are completed. As an expressway facility, a fully directional interchange is warranted at Grand Avenue and Loop 303.

If you have any question about this information please contact Terry Johnson or me at (623) 930-2939.

Cordially,

  
Mr. James Book, PE  
Director of Transportation

Cc: Bill Hann, Project Manager  
David Hedlund, Director of Municipal Engineering  
Terry Johnson, Transportation Manager



ENGINEERING DEPARTMENT

12425 WEST BELL ROAD  
SUITE D-100  
SURPRISE, AZ 85374  
OFFICE (623) 583-6025 - FAX (623) 583-0721  
WEBSITE: [www.surpriseaz.com](http://www.surpriseaz.com)

February 22, 2002

Mr. Michael Dawson  
Environmental Project Manager  
ENTRANCO  
7740 N. 16<sup>th</sup> Street, Suite 200  
Phoenix, AZ 85020

**RE: LOOP 303**

Dear Mr. Dawson:

I want to restate various environmental issues provided by the City of Surprise citizens, which are as follows:

1. Noise pollution from vehicles, especially from trucks has been heavy. Even though Loop 303 is not designated as a truck route, it is anticipated that truck volumes will be higher than was suggested to the public. The public wants to be assured that noise pollution will not adversely affect their quality of life and health. We understand that "sound walls" are proposed; however, the public wants protection and assurance that sound from vehicles will be below legal levels.
2. Light pollution from vehicles and from lighting provided at intersections and along Loop 303 are a concern for residents residing in close proximity to the roadway. They want assurance that there is no glare or spill over onto their properties. They have expressed that cutoff luminaries be utilized for all lighting intended for Loop 303.
3. Pollution from vehicles is a major issue. The public wants assurances that their health is not in jeopardy. Some citizens have expressed their concern regarding this issue.

Please provide me with any study or documentation that has been done regarding all issues to resolve the above comments.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ellis G. Perl'.

Ellis G. Perl, P.E.  
City Engineer

egp/cac

c: Chrono  
File



## Maricopa County

Department of Transportation

2901 W. Durango Street  
Phoenix, Arizona 85009  
Phone: (602) 506-8600  
Fax: (602) 506-4858

June 11, 2003

Jacky Meck  
Manager  
Buckeye Irrigation District  
205 E. Roosevelt Street  
Buckeye, AZ 85326

Re: SR303L (I-10 to US 60)  
Design Concept Report and Environmental Assessment  
MCDOT Work Order No. 69016

Dear Mr. Meck:

The Maricopa County Department of Transportation (MCDOT) in cooperation with the Arizona Department of Transportation (ADOT) is preparing a Design Concept Report (DCR) and Environmental Assessment (EA) for a segment of State Route Loop 303 (SR303L) in Maricopa County, Arizona. The segment to be evaluated is from Interstate 10 to US 60 (Grand Avenue). The EA will include evaluation of a planned drainage outfall channel from I-10 south to the Gila River. The project area is shown on the attached map.

In July 2001 the study team initially contacted your agency to seek input. Through preliminary work in 2001 and 2002, MCDOT, in coordination with ADOT and the Federal Highway Administration (FHWA), determined additional alternatives development at the I-10 and US 60 interchanges were warranted. This resulted in a modification to the project limits and the need to revisit our agency and stakeholder coordination.

The project corridor on SR303L remains located between Cotton Lane and Sarival Road, with termini at I-10 on the south and US 60 on the north. Due to potential alternatives at both interchanges, the project limits have been extended as follows:

South End – roadway design alternatives extend south to Van Buren Street (approximately ¾ mile south of I-10), east on I-10 to Estrella Parkway and west on I-10 to Perryville Road. The planned Maricopa County Flood Control District Loop 303 drainage outfall channel extends south to the Gila River along the Cotton Lane alignment.

North End – extend approximately ½ mile north on US 60 (to 163<sup>rd</sup> Avenue) and approximately ½ mile south on US 60 (to a point about midway between SR303L and Sunrise/R. H. Johnson Boulevards).

The project area crosses through the cities of Goodyear and Surprise, through unincorporated Maricopa County and in near proximity to Luke Air Force Base and the City of Glendale. The proposed project includes improvements to an interim four lane divided roadway and ultimately to a full freeway.

The study will be completed in compliance with the National Environmental Policy Act (NEPA). Corresponding MCDOT, ADOT, and FHWA regulations and guidelines will be followed. SR303L is an ADOT facility being operated and maintained through intergovernmental agreement by MCDOT, thus both agencies are involved. Currently, the project is not programmed for federal funding; however, an EA following FHWA regulations will preserve that option. The FHWA will continue to serve as the lead federal agency and MCDOT will be the lead local agency.

The intent in preparing an EA for this project is to present, in an objective and informative manner, potential environmental impacts that may occur as a result of the project and identify measures that will mitigate adverse impacts. The goal of the EA is to assist the decision-makers in making informed decisions about the project. As part of the overall EA preparation process, comments are solicited from interested citizens, organizations, agencies and local governments throughout the process. The purpose of this letter is to convey initial project information and to request your continued assistance in identifying environmental issues. Attached is a project location map identifying the limits of the DCR and the EA. We request that you provide us with any comments you may have with respect to the socioeconomic and environmental components of this study.

Please respond to this letter by July 7, 2003. If this is not possible, please call me at (602) 506-8068, fax number is (602) 506-4882. Thank you for your assistance.

Sincerely,



Joe Pinto, Environmental Planner  
Maricopa County Department of Transportation

attachment: Location Map

cc: Bill Vachon, FHWA  
Don Shanfelt, ADOT  
Mike Dawson, Entranco

Phil Testa  
Director  
City of Surprise  
12425 W. Bell Rd.  
Surprise, AZ 85374

Steve Cleveland  
City Manager  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

Greg Jones  
Project Manager  
Flood Control District of Maricopa  
County  
2801 W. Durango St.  
Phoenix, AZ 85009

Matt Holm  
Principal Planner  
Maricopa County Planning and  
Development  
411 N. Central; 3rd Floor  
Phoenix, AZ 85004

Gordon Taylor  
Arizona State Land Department  
1616 W. Adams  
Phoenix, AZ 85007

Jacky Meck  
Manager  
Buckeye Irrigation District  
205 E. Roosevelt Street  
Buckeye, AZ 85326

Jim Sweeney  
General Manager  
Maricopa Water District  
19420 N. Grand Avenue  
Surprise, AZ 85347

Jim Book  
Traffic Engineer  
City of Glendale  
5850 W. Glendale Ave.  
Glendale, AZ 85301

Horatio Skeete  
City Manager  
City of Litchfield Park  
214 W. Wigwam Blvd.  
Litchfield Park, AZ 85340

Bob Dubsky  
Engineer  
Luke Air Force Base  
13970 W. Lightning St.  
Luke AFB, AZ 85309

Bob Broscheid  
Project Evaluation program Supervisor  
Arizona Game and Fish Department  
2221 W. Greenway Rd.; WM-HB  
Phoenix, AZ 85023

Cindy Lester  
U.S. Army Corps of Engineers  
3636 N. Central Ave.; Suite 900  
Phoenix, AZ 85012-1939

Stan Ashby  
General Manager  
Roosevelt Irrigation District  
103 W. Baseline Rd.  
Buckeye, AZ 85326-1115

Mary Hennessy  
Warden  
Perryville Prison  
P.O. Box 3000  
Goodyear, AZ 85388-0901

Keith Brown  
City of Goodyear  
119 N. Litchfield Rd.  
Goodyear, AZ 85338

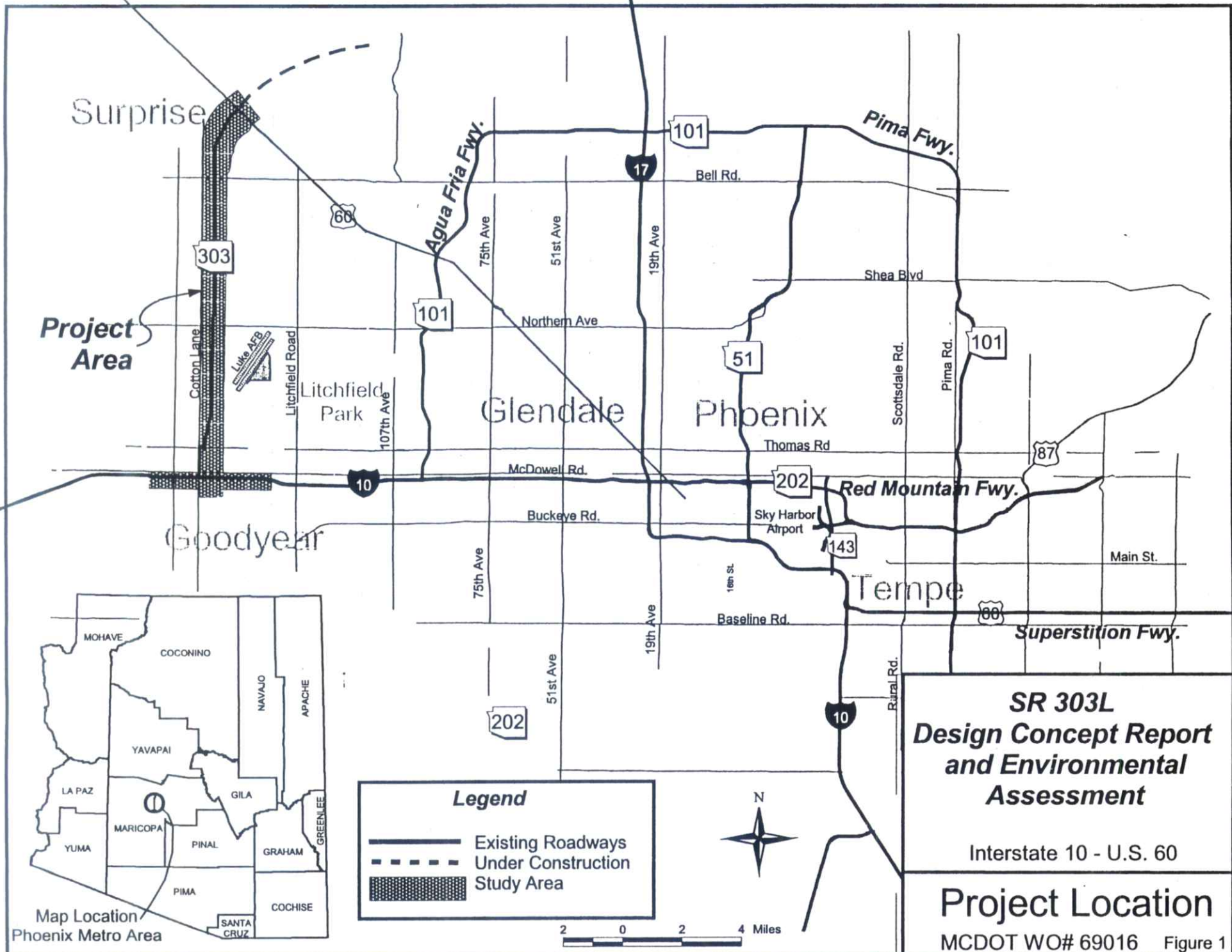
Stuart Brackney  
City Manager  
City of El Mirage  
Box 26  
El Mirage, AZ 85335

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 N. 1st Ave.; Suite 30  
Phoenix, AZ 85003

Deb Sydenham  
Community Planning Director  
Arizona Department of Commerce  
1700 W. Washington St.; Suite 600  
Phoenix, AZ 85007

Wayne Kilgore  
Natural Resource Conservation Service  
3150 N. 35th Ave.; Suite 7  
Phoenix, AZ 85017

David Schofield  
General Manager  
Adaman Water Company  
16251 W. Glendale Ave.  
Litchfield Park, AZ 85340





June 18, 2003

Joe Pinto  
Environmental Planner  
Maricopa County Department of Transportation  
2901 West Durango Street  
Phoenix, AZ 85009

Dear Mr. Pinto,

We have received your letter dated June 11, 2003 requesting comments on the Design Concept Report (DCR) and Environmental Assessment (EA) for Loop 303 between I-10 and US 60. Thanks for you for the opportunity to comment on this project. We have two principal comments at this time.

First, new socioeconomic data have been developed for interim use in the Regional Transportation Plan (RTP) update that is currently underway. While these data are interim pending confirmation of control totals by the state, they represent the most up-to-date information available and should be used for your project. A copy of the report summarizing the interim data is available on our Web site at <http://www.mag.maricopa.gov/detail.cms?item=2376>. You may contact Rita Walton of our Information Services program for further details on these data.

Second, the DCR and EA will need to work within the RTP process to achieve consistency on the ultimate concept for the facility. The current schedule is for approval of the RTP to take place in early 2004, prior to a sales tax election expected in May.

If you have any questions or comments, please contact Chris Voigt or me at (602) 254-6300 or email [cvoigt@mag.maricopa.gov](mailto:cvoigt@mag.maricopa.gov).

Sincerely,



Eric J. Anderson  
Transportation Director

c: Rita Walton, Information Services Manager  
Chris Voigt, Senior Engineer



# Arizona Department of Corrections



Janet Napolitano  
Governor

1601 WEST JEFFERSON  
PHOENIX, ARIZONA 85007  
(602) 542-5536



Charles L. Ryan  
Acting Director

June 25, 2003

Joe Pinto, Environmental Planner  
Maricopa County Department of Transportation  
2901 West Durango Street  
Phoenix, AZ 85009

RE: SR303L (I-10 to US 60)  
Design Concept Report and Environmental Assessment  
MCDOT Work Order No. 69016

Dear Mr. Pinto:

I am in receipt of your letter dated June 11, 2003, regarding the design concept report and environmental assessment for SR303L.

The information provided in your letter was informative; however, we (Arizona State Prison Complex-Perryville) do not have any comments with respect to the socioeconomic and environmental components at this time.

You can be assured that we will provide you with assistance during the project. In addition, if we should have any concerns or comments, they will be forwarded to you for review.

Sincerely,

Mary Hennessy, Warden  
ASPC-Perryville

MH/lyh

**BNSF**

ENGINEERING SERVICES  
*Larry J. Delaney*  
Manager - Public Projects

The Burlington Northern  
and Santa Fe Railway Company

1624 First Street N. W.  
Albuquerque, New Mexico 87102  
Phone 505-767-6845

Fax 505-767-6838  
E-mail [Larry.Delaney@BNSF.com](mailto:Larry.Delaney@BNSF.com)

September 29, 2003  
File: 025774V

Raj Christian  
Project Manager  
URS Corporation  
7720 North 16<sup>th</sup> Street  
Suite 100  
Phoenix, AZ 85020

<b>FILE COPY</b>	
Project No.	<u>23443107</u>
File No.	<u>5.27</u>

**RE: SR 303L/US 60 (Grand Avenue) TI Alternatives, DOT 025774V**

Dear Mr. Christian:

This letter responds to yours of August 25, 2003 and your apparent choice of the "Stacked Diamond" concept for the new interchange at the above noted location.

As stated in my telephone message to David French, BNSF is not agreeable to reducing its operating right-of-way at that location to 80 feet. BNSF needs to keep its options for expansion to double track open as well as accommodate the possibility of commuter rail in the corridor. At this juncture, we do not have a feel for "which side" of the existing main either of these activities could occupy. We do know that the Maricopa County, 20 year, 1/2 cent sales tax reauthorization has been forwarded to the Arizona Legislature for approval. This would include a \$5 million dollar item to study commuter rail through this corridor. BNSF intends to make every attempt to accommodate the needs of that study. Additionally, any right-of-way purchase for use in the interchange plan should be a continuous strip of uniform width rather than several parcels, as BNSF will lose any benefit of the areas in between. While we are not currently making any property commitment, BNSF does not wish to be limited to less than 100 feet of continuous right-of-way through the area.

Concerning the maintenance of railroad operations during construction of the interchange, the first option mentioned in your letter is the acceptable one. That method includes a shoo-fly of the existing track that allows a minimum 25-foot clearance to any construction activity and will require constant flag protection by a BNSF rules qualified roadway worker. The shoo-fly must employ track geometry that accommodates the Phoenix Subdivision speed of 49 mph. BNSF can provide guidelines for the proper curvature and realignment of the main track that will allow that speed to be maintained. This option would allow construction of at least a portion of the railroad bridges, replacement of the main track on the new construction and then the remainder of the bridges being constructed.

The second option which constructs a portion of the bridges and places the track on a permanently offset alignment is unacceptable. BNSF does not wish to have the introduction of

curves into its mainline on a permanent basis, creating perpetual, additional maintenance concerns.

If URS makes the determination to proceed with design of the "Stacked Diamond" concept, you may contact Project Engineer Mike McCallister at 928-226-3850 for assistance with the shoo-fly design. Any plan sets developed should be routed through this office for review.

Please feel free to contact me if there are questions or comments.

Sincerely,



Larry J. Delaney  
Manager -- Public Projects

Cc: G. A. White -- Belen  
R. A. Johnson -- Phoenix  
S. T. Heidzig -- Flagstaff  
M. G. McCallister -- Flagstaff  
J. L. Hartley -- Kansas City  
J. C. Shurson -- San Bernardino



# Maricopa County

Department of Transportation

3.17  
File 5.1 COPY

2901 W. Durango Street  
Phoenix, Arizona 85009  
Phone: (602) 506-8600  
Fax: (602) 506-4858

November 18, 2003

Mr. Larry Delaney  
Manager - Public Projects  
Burlington Northern Santa Fe Railway Company  
1624 First Street N. W.  
Albuquerque, New Mexico 87102

FILE COPY	
Project No.	23443107
File No.	5.7

**RE: SR 303L/US 60 (Grand Avenue) TI Alternatives, DOT 025774V**

Dear Mr. Delaney:

Thank you for your response on September 29, 2003 to the URS letter from Mr. Raj Christian dated August 25, 2003. We have reviewed the issue of providing BNSF with 100 feet clear distance between piers of the existing and proposed bridges over the BNSF track. The location of the north pier for the existing bridge is 42 feet from the centerline of the existing track. We can provide 50 feet of clear distance on the south side of the track to the existing and the planned new pier. The resulting total clear distance would be 92 feet instead of the 100 feet requested. The enclosed drawing provides a plan view of the proposed interchange and a cross section showing the minimum clear distance. Please advise as to whether the proposed clear width might be acceptable to BNSF.

URS has also provided some preliminary concepts for the type of structure needed to carry the ramps under the railroad. The concept is illustrated in the attached small drawings. The concept would basically use phased construction of the structures so that railroad traffic can be maintained during construction. A railroad shoo-fly would be constructed. The structures would consist of drilled shafts spaced ten feet apart on each side of each ramp. The top of the box would be either cast-in-place or possibly a pre-cast section could be used. Once enough of the shafts and cover are in place, the railroad track will be reconstructed in its original location and the remainder of the structure would be constructed, the box would be excavated and the walls and finish work completed.

Our current estimate is that the railroad would have to operate on the shoo-fly for approximately eight weeks. We would welcome the opportunity to discuss potential methods of reducing this time particularly if a lower design speed could be used in the design of the shoo-fly.

The enclosed plan-view drawing also illustrates the potential right-of-way take. Some refinement in ramp geometry and profile may slightly alter the final requirements. The limits of the right-of-way take will be refined as the design advances. Please review the concept used in identifying the right-of-way needs.

Mr. Larry Delaney  
November 18, 2003  
Page 2

We will appreciate your response to this material as soon as possible. If you have questions and comments, you may contact David French of URS at 602-648-2475.

Sincerely,

Maricopa County Department of Transportation



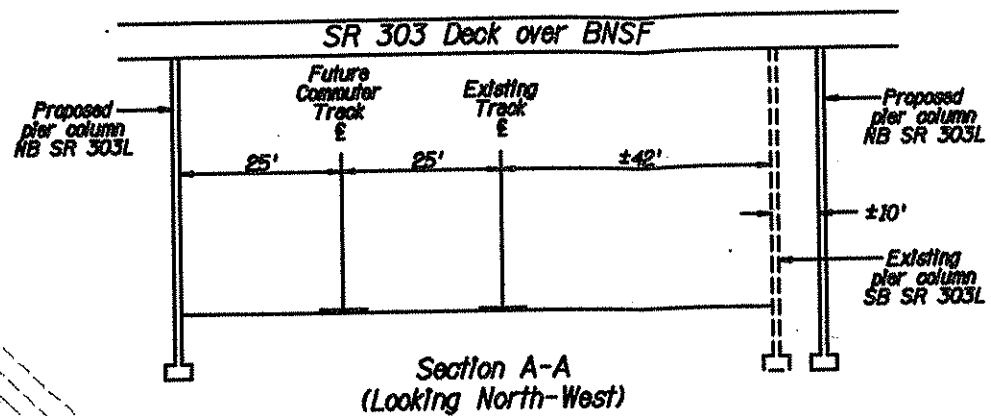
Bill Hahn  
Regional Program Manager  
Transportation Enterprise Development Division

Enclosures (3)

XC. Mike McCallister, BNSF Flagstaff



# SR 303L/US 60 Alternative 3 Stacked SPUI



URS design Concept  
2003

for AAR/DOT # 025 774 V  
Railmile 167.76 BNSF Phoenix Sub

SR 303L

Section A-A

Vehicular Underpass (Typical)  
Length Varies

E or BNSF Tracks

BNSF Railroad





**URS****RECORD OF INCOMING TELEPHONE CONVERSATION**

<b>DATE:</b> 12/08/03	<b>TIME:</b> 2:15 PM	<b>JOB NO./NAME:</b> 23443107 SR 303L I-10 to US 60
<b>PERSON CALLED:</b> David French	<b>ADDRESS:</b>	7720 North 16th Street, #100 Phoenix, AZ 85020
<b>REPRESENTING:</b> URS	<b>PHONE NUMBER:</b>	(602) 371-1100
<b>NAME OF CALLER:</b> Mike McCallister	<b>PHONE NUMBER:</b>	928-226-3850
<b>ADDRESS:</b>	<b>REPRESENTING:</b>	BNSF

**DETAILS OF CONVERSATION:** Regarding US 60 TI crossing of BNSF tracks in response to Letter from Bill Hahn, MCDOT to Larry DeLaney dated November 18, 2003.

1. Mike said that the clearance from existing railroad to face of pier as shown 50 feet south and 42 feet north should be acceptable to BNSF.
2. The potential ROW take as shown on plans meets their philosophy ie rectangular takes which would have to be purchased. Price would be fair market value. The space occupied by the ramp structures in the remaining BNSF ROW would be on a license agreement basis.
3. He would like to see the shoofly north of the existing bridge pier. We should keep the shoofly 25 feet from pier face and right-of-way line if possible. May get closer to ROW line if there are no obstructions.
4. Shoofly could be laid out using three curves instead of four. Curves at beginning and end of shoofly should be 1 degree with 100 ft spirals. The long curve in the middle would be very flat and needs to meet the clearance requirements in 3. Four curves could be used if necessary. Reverse curves need 300 feet between them. Mike seemed interested in keeping the shoofly as short as possible. Design speed of shoofly should be 49 mph.
5. This proposed shoofly should allow complete construction of the two middle ramp structures. The end structures should be built so that the construction area is a minimum of 25 ft from the shoofly.
6. Shoofly should be drawn up and submitted to Mike for review.
7. Future correspondence should be directed to Colleen Deines in San Bernardino. See email on this date.
8. Mike seemed to like the structure type as proposed with drilled shafts, and box lid constructed first prior to excavation of ramp prism.



# Maricopa County

Department of Transportation

Ms. Serelle Lane  
Environmental Planning Section  
Arizona Department of Transportation  
205 South 17th Avenue  
Phoenix, Arizona 85007

February 16, 2005

TRACS # S303 MA 003 H5621 01 L  
Loop 303 & Cotton Lane -- From US 60 (Grand Avenue) to the Gila River  
Archaeological Survey Documentation

Dear Ms. Lane,

For several years, the Maricopa County Department of Transportation (MCDOT) has maintained administrative control over the proposed corridor for the Loop 303 from US 60 to the Gila River. Since the Loop 303 administrative control will soon revert to the Arizona Department of Transportation (ADOT), you should be aware of our cultural resources management findings. Recently, MCDOT commissioned or gathered a number of archaeological reports for the Loop 303 corridor. These reports indicate that there need be little worry about archaeological resources.

Summary of findings for fourteen (14) reports:

- (1) Rodgers (1989) completed a survey of the Loop 303 corridor from Interstate 10 to US 60 (Grand Avenue). While some materials were noted in the survey report, Rodgers recommended that archaeological clearance be granted for the Loop 303 interim roadway.
- (2) Rodgers (1990) conducted an addendum survey of 10 acres within the Loop 303 Corridor and found no cultural resources. He recommended clearance for the parcel.
- (3) Rodgers (1991) conducted an addendum survey of previously unexamined locations within the Loop 303 corridor. He recommended clearance for the addendum survey parcels.
- (4) Ellis (1999) conducted an archaeological survey of 180 acres of the Loop 303 corridor situated between Interstate 10 and Thomas Road. No archaeological materials were identified during the survey, and no further work was recommended.

- (5) Rogge (2001) completed an archaeological survey of three road intersections crossing the Loop 303 corridor – Indian School Road, Northern Avenue, and Olive Avenue. No archaeological or historic resources eligible for the National Register were identified.
- (6) White, Doyel and Ryan (2002) completed archaeological surveys of ten road intersections crossing the Loop 303 corridor – Bell Road, Greenway Road, Waddell Road, Cactus Road, Peoria Avenue, Glendale Avenue, Bethany Home Road, Camelback Road, Thomas Road, and McDowell Road. No archaeological or historic resources eligible for the National Register were identified.
- (7) Rogge (March 2002) prepared a letter report summarizing much of the early archaeological survey work along the Loop 303 corridor. Rogge's letter noted historical records that suggested an historic wagon road traversed the Loop 303 corridor in Section 36, Township 4 North, Range 2 W, G&SRB&M. The letter concluded that the wagon road had been obliterated and there was no need for additional archaeological survey work.
- (8) Rogge (September 2002) submitted an addendum survey report regarding the Burlington Northern Santa Fe Railroad Spur adjacent to Olive Avenue. Rogge evaluated the spur line as ineligible for the National Register of Historic Places. However, he concluded that the spur line may be impacted in the future and National Register eligibility may need to be addressed at that time.
- (9) Davis, Turner and Montero (2004) prepared a Class I Inventory of the Loop 303 corridor and noted sixteen (16) sites within the area of potential effect (APE). They recommended that Cotton Lane south of Interstate 10 to the Gila River be subjected to intensive archaeological survey.
- (10) Lindly (April 2004) completed an archaeological survey of the Northern Avenue intersection. No archaeological or historic resources eligible for the National Register were identified.
- (11) Lindly (June 2004) identified three (3) sites in the vicinity of the proposed "Cotton Lane Bridge" project. AZ T:11:106(ASM), the Morocco Ruin, is considered eligible to the State and National Registers of Historic places under Criteria d of Section 106 of the National Historic Preservation Act. Lindley recommended testing of the site. Site AZ T:10:82(ASM), the Buckeye Canal, is a 23-mile long, historic canal constructed in 1888. Lindley reported that this site is a linear historic property whose integrity should not be effected by proposed construction. The third site, AZ FF:9:17 (ASM), is an early alignment of Highway MC 85, and US 80. According to Lindley, "...US 80 traversed America from Georgia to California and was variously known as the 'Coast-to-Coast' and 'Ocean-to-Ocean' highway, and as 'The Broadway of America.'" Lindley reported that this site is a linear historic property whose integrity should not be effected by proposed construction
- (12) Jones and Fangmeier (October 2004) submitted a survey report assessing additional right-of-way, as well as un-surveyed portions of the Cotton Lane alignment. The authors of the report, concurring with Lindley (2004:15), recommended archaeological testing of AZ T:11:106(ASM).
- (13) In December 2004, MCDOT asked ACS Ltd. to submit a testing plan of work for Phase 1 data Recovery at AZ T:11:106(ASM). ACS proposed between

one and three percent testing within MCDOT's right-of-way along Cotton Lane and MC85. MCDOT cancelled procurement for this assignment (see below).

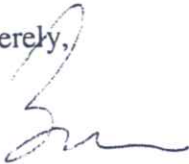
- (14) In January 2005, SWCA Environmental Consultants prepared a Class II Inventory and Testing Plan for the "Lakin Property" in Goodyear, Arizona (North 2005). The report calls for archaeological testing of the entire Morocco Ruin by the placement of backhoe trenches. MCDOT consulted with Arizona SHPO regarding the archaeological testing plan for AZ T:11:106(ASM). SWCA's archaeological testing covers mostly private property, but MCDOT concurred with SWCA's testing proposal as it applied to county-owned right-of-way, and recommended that the plan be implemented.

The Morocco Ruin, AZ T:11:106(ASM), will be tested by SWCA for a private entity, and MCDOT has consulted with Arizona SHPO on the portions of the site that fall within the county-owned right-of-way.

Our documentation of the proposed Loop 303 & Cotton Lane – from US 60 (Grand Avenue) to the Gila River – indicates that the transfer of county right-of-way to ADOT will not impact archaeological resources. Therefore, MCDOT recommends that cultural resources clearance be granted for the transfer of right-of-way.

If you have questions or comments regarding our cultural resource management efforts, please contact me at 602.506.8082 or via e-mail at < briankenny@mail.maricopa.gov >.

Sincerely,



Brian W. Kenny, MBA  
Applied Anthropologist

Transportation Planning Division  
Maricopa County Department of Transportation